



The Canal Zone Philatelist



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Fourth Quarter, 1999

Whole No. 133

President's Report

Jim Crumpacker

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Las Vegas, NV 89125

While this message was necessarily written before the end of November it will be received by January, 2000.

Two meaningful events will have passed in the interim: Y2K and the turnover of the Panama Canal to the nation of Panama.

For the former, my preparations consist of the purchase of six cans of soup and a container of Sterno. While I have yet to find the Sterno in any store, my many wino friends inform me that, while the product can be burned to produce heat for the cans of soup, it can also be consumed somehow as a liquid. This kills two birds with one stone. As long as I'm not one of the birds, Y2K should pass just fine.

As to the latter event, as of this writing the Panamanian government was having difficulty convincing any American political figure of stature to be present at the formal activities in Panama at noon on Dec. 31. It seems no one wants to fly back to the USA later on the 31st or on Jan. 1. Hopefully you glued yourselves to those TV sets for the festivities.

At the millennium it is appropriate to thank those whose efforts have contributed to the long term success of our group since the reorganization of CZSG as exemplified by the publication of the first *Canal Zone Philatelist* in 1968. The editors of CZP have undoubtedly been the

(Continued on page 40)

Unreported CZ 1946 Crash Cover

By Louis E. Guglielmino, LTC, AUS (Ret) and David J. Leeds, LTC, USAF (Ret)

On June 9, 1946 a U.S. Army Air Transport Command (ATC) C-54/DC-4 transport aircraft en route from Morrison Field (West Palm Beach, Florida) to Albrook Field, Canal Zone, crashed upon an 1100 foot peak on Taboga Island, Panama. In addition to the 23 crew and passengers, all of whom were killed in the crash, the plane carried mail.

A surviving cover, slightly oversize (157x39mm), franked with a common 3¢ Monroe, is cancelled San Francisco, June 2, 1946. It is addressed to Lieutenant Louis Guglielmino, APO 836, (Fort Sherman), New

Orleans and redirected to CAC Command (Coast Artillery Command), Fort Amador, APO 826. It has manuscript block letters, "LOCATOR". A 3-line black cachet, 50 by 21mm reads:

Received in Canal Zone

Damaged in Aeroplane Accident

June 9, 1946

The cover is backstamped:

U. S. ARMY POSTAL SERVICE

836 / A. P. O. / 21 JUN 1946

(Entwistle Type MPS-4, Var. c.)

(Continued on page 36)

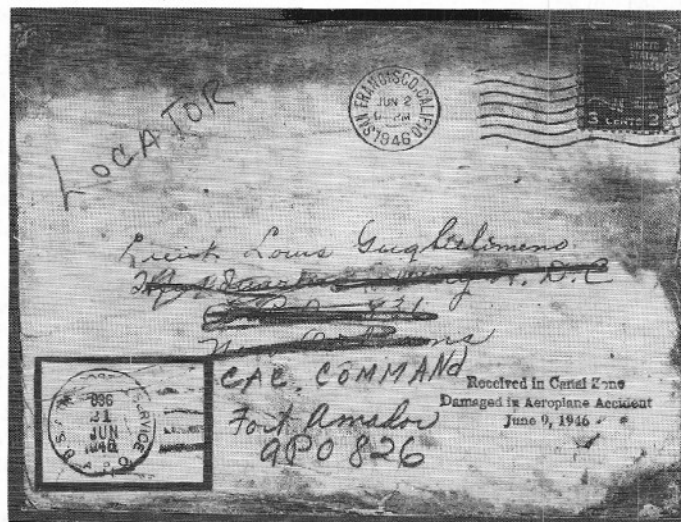


Fig. 1. 1946 CZ Crash Cover with backstamp.

2000 Mail Sale

Consignments for the 29th CZSG Mail Sale should be sent to arrive no later than June 1, 2000. Certificates are required of Scott First Issue and #15. An inventory must accompany all consignments. Damaged, soiled, or poorly centered copies of lower value stamps as well as ratty covers are respectfully declined and will be returned to vendor. Ship material insured or registered. The sale will close in September. Please send material to Jerry Craig, 16900 Baederwood Lane, Derwood, MD 20855-2013.

Coming:

WESTPEX 2000,

April 28-30

CZSG and COPAPHIL as guest societies will sponsor a combined exhibit. Prospectuses available from: Exhibit Chairman, Donald E. Green, at Box 2357, Sunnyvale, CA 94087, Telephone: (408) 736-7121, E-mail: greende@aol.com

APS AmeriStamp 2000

Portland, Oregon, Feb. 18-20, 2000

In This Issue:

1946 Unreported Crash Cover	33
The Internet, Bold New World? ...	35
Canal Zone Postal Fees	38
Auction Reports	40, 41
Scotts 2000 Specialized	41
Changing Worlds	42
Book Reviews	43

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Display advertising accepted from CZSG members only at the following rates per insertion:

One column, two inches	\$10.00
One column, five inches	20.00
Two columns, five inches	35.00

No larger advertisements are accepted.

Remittance must accompany copy. Deadline for ads, first day of Mar., June, Sept., Dec. Copy should be sent to the Editor.

Back issues of the journal, handbooks, and other publications can be ordered from Richard F. Murphy, 501 Rosebud Lane, Greer, SC 29650.

Articles and information for publication should be sent to the Editor. Glossy photographs are desirable for figures of stamps or covers; however, enlarged high quality photocopies are sometimes acceptable. Illustrations must show clearly against black backgrounds. If you need help, write, phone, or FAX the Editor. The author must advise the Editor if the article has been published or is being considered for publication elsewhere.

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Canal Zone Study Group

WESTPEX 2000

Expanded Program

Members and friends are reminded that CZSG participation in **WESTPEX 2000** in San Francisco will be more extensive than normal.

A joint dinner with the **COPAPHIL** group will be held Friday, April 28, the day the show opens. Our usual CZSG regional meeting will occur 1 p.m. Saturday afternoon April 29 followed by the **COPAPHIL** group meeting.

A major exhibit of Canal Zone as well as Panama and Colombia philatelic material will be in place. The CZSG Exhibitors Medal will be awarded. A prospectus is available from the Exhibit Chairman: Donald Green at P.O. 2357, Sunnyvale, CA 94087, Telephone: (408) 736-7121, E-mail: greende@aol.com

Awards

To Jeanne Stough from the American First Day Cover Society, the award reads:

THE AMERICAN FIRST DAY
COVER SOCIETY PRESENTS

THE EARL PLANTY AWARD FOR
BEST 1998 NON-COMMERCIAL FDC

TO JEANNE STOUGH

The award is the result of the society's 1998 Cachetmakers' Contest, held at their convention in Indianapolis in mid-August. The winners were shown in the Society's publication *FIRST DAYS* Oct. 15, 1999 issue.

Jeanne notes: "We really did deserve this. In 1988, wanting to leave the Canal Zone with more than a whimper, we launched a letter-writing campaign to the USPS hoping to get a U.S. stamp for the 75th anniversary of the Panama Canal.

The answer was no, they only issued anniversary stamps in 100- year increments. We tried again for the 80th anniversary, to no avail. By "we" I mean the Canal Zone Study Group, the Panama Canal Society, and Descendants of The Builders of The Panama Canal.

That's a lot of letters. So you see, this stamp and a cachet cover have been brewing for a long, long time, *ten years* to be exact. Suddenly the U.S. stamp appears in the Celebrate The Century series in the 84th year of the Panama Canal and when queried as to why the 84th? They answered, "We got a lot of letters." So you see, *we* really do deserve it." Congratulations Jeannel See cover in *CZP* 128:21.

The Internet - A Bold New World, or Buyer Beware?

By Richard D. Bates Jr.

An accompanying article highlights some of the impact of the Internet on the changing nature of collecting, including stamp collecting. But this opportunity is not without its frustrations and dangers. The good and the bad features of Internet auction participation are being summarized regularly in the popular press, and, because many of these hazards apply, to philately they have been spelled out in the philatelic press such as *Linn's Stamp News*.

These concerns are of two types. First there are those applicable to any field, e.g., non-delivery of material for which the buyer has provided payment, material not returnable, or returnable on an usually shortened time frame, material inadequately described, sometimes due to naivety of seller, and the like. Second are those that particularly affect Canal Zone collectors. It is this second group I would like to summarize here.

First, there are items that are misidentified, but still genuine. Canal Zone philately, with its myriad overprint types, is a minefield for the novice and a potential goldmine for the knowledgeable collector. Missed type III overprints offer great opportunities; those described as a type III overprint often are not. Recently on ebay there was a Scott #J20 said to be a J14, a block of #33 described as a #28, and a #46 that wasn't. One advantage of the Internet auctions is that most items are illustrated, and often in a size that provides a good look. Items that have no illustrations or with small or unclear illustrations do less well than their clearly illustrated counterparts. However, the estimate of this writer is that misidentified items are no greater in number than one might find in a local show, or by a non-CZ dealer in a mail sale, with the exception of items being placed on sale by non-collectors, whose description and identification of items is often more amusing than accurate. There also have been many examples of incorrectly identified errors, most commonly split overprints being described as if they had been shifted all the way off the stamp, and items being described as double PANAMA, which actually were only the less valuable varieties with three PANAMAs due to a shifted overprint from the adjacent stamp. Sadly, this problem seems to infect the offerings of even well-known dealers, though I must add that I have never seen a bad stamp being offered by one of the dealers who advertise in *The Canal Zone Philatelist*.

Topics involving correct identification of Canal Zone items and spotting fake overprints will be addressed in the monograph on which I am working that is tentatively entitled *Identification of Canal Zone Stamps and Detection of Fakes*. I expect to begin publishing sections of this work in *The Canal Zone Philatelist* in

the coming year for comment prior to finalizing the format and style, the purpose being to provide the most useful text to beginners and advanced collectors.

That serves to introduce the next topic regarding stamps being sold over the Internet. Fakes of Canal Zone stamps do exist, and one must be wary in buying or bidding on stamps that do not look right, especially if the seller is unknown to you. Interestingly, fakes seem to divide into three groups. First there are those labeled as fakes, or more likely as possible fakes, and being sold as such. Three examples drawn from one lot are illustrated in Fig. 1, and are representative of a rather crude effort to produce a fake sharp A overprint, though



Fig. 1. Stamps with fake Canal Zone overprints available in Internet auctions and described as being probable fakes.

the grouping included stamps to which only the flat A overprint was applied. This particular series of bad overprints is somewhat commonly sprinkled in large lots and at dealer tables.

Second are those that are fakes but are not described as such. The examples that have been detected in Internet auctions are as likely to be inexpensive stamps rather than only rarer examples of Canal Zone. Several of the members of your Board of Directors have noticed probable examples, and the concerns we shared are a major factor that prompted this article. It was also the sense that it needed to be written sooner rather than later. I had hoped to illustrate one or two such examples, but none of those I have purchased had yet arrived.

An additional feature that began appearing in Fall 1999 is items being sold with a "Standard Internet Grading and Certification Committee" (SIGCC) "Certificate", giving the appearance of being a Certificate like those issued by one of the Expertizing Committees. Some of these issued for Canal Zone items seem to be attesting to the authenticity of items that, to the ability to determine from a photo posted on the Internet, do not seem to be good. There are other problems, such as a catch all description for multiple stamps, and, for example, in the sample certificate illustrated in Fig. 2, a listing of Scott numbers (without attribution) that fails to include a #79 which is present in the illustration, and was present in the lot when it arrived. There is a reasonably good disclaimer on the back of the "certificate", but one does not know what it says based on the illustration posted on the web. One only sees what it says when the item arrives. The fol-

lowing appears on the back of these "certificates":

"In an effort to create standardization in the internet community, the items graded here meet with the expectations of the mainstream collecting community. The item(s) is specifically graded for centering, condition of gum, any faults which may exist, and authenticity. The normal state centering for any particular Issue is taken into account when graded. When a set or group of stamps are submitted, the general overall condition will be mentioned for the group with the more valuable items commanding more dominance. This certification is the opinion of the committee and is offered in good faith but implies no warranty whatsoever. The committee has no financial interest in any of the items certified other than the fee for certification. The standardized internet grading and certification committee does not imply, or mean to state or suggest, that this certification can or should supersede or supplant the accepted or traditional method of philatelic certification. With the ever increasing volume of philatelic material offered on the internet, by an ever-growing diversity of individuals and firms, a standardized grading system is needed and called for. Traditional philatelic certification is costly and time consuming. With this in mind, the Standardized Internet Grading and Certification Committee was formed to offer an economical and timely alternative. Internet philatelic buyers will be able to buy with confidence when an item is offered that is accompanied by this certification."

Should a collector want expertization on philatelic items, there are recognized places to go. One group is currently contemplating giving assurances of the **grade and condition** of the "patient" that has been examined. The price of expertizing, however, does not justify seeking a certificate for low valued items.

In summary, the Internet has brought with it some distinctive, new blessings, such as illustrations of even inexpensive stamps for sale, which may serve to revitalize collecting, but it also includes its share of problems, such as limited return features when items are sold by

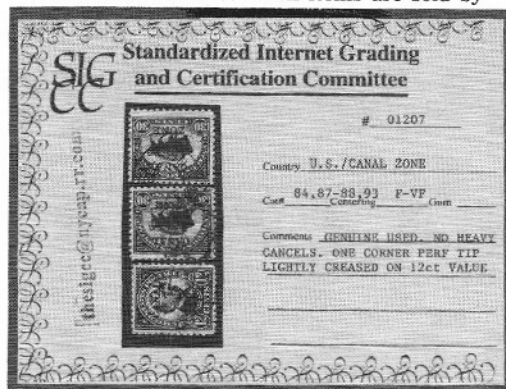


Fig. 2. Standard Internet Grading and Certification Committee Certificate issued for Canal Zone items.

(Continued on page 43)

Unreported CZ Crash Cover

(Continued from page 33)

Covers from this flight have not previously been reported.

The senior author was an Army Lieutenant on duty with the Coast Artillery Command at Fort Amador at the time of the crash and received the cover illustrated (Figure 1). Enlisted personnel under his command were ordered to assist in the recovery of bodies and retrieve mail from the plane although he did not personally visit the crash site. Circumstances put philately on the back burner for over 50 years and only recently has his interest been rekindled in Canal Zone collecting. The cover was shown at the CZSG meeting at PACIFIC 97. An inquiry note and illustration were inserted in the June 1999 issue of *The Airpost Journal* requesting information. However, no replies have been received.

The junior author also has a personal interest in the incident. The passenger list was his first knowledge of the loss of a young friend, Cadet William S. Fisher, on furlough home from West Point Military Academy.

Taboga Island is located 10 or so miles off the Pacific entrance to the Canal. It was known first as a hospital site for the French, then as an R&R area during construction of the Canal. During World War I it housed interned enemy aliens at the Hotel Aspinwall. Covers are known from this period. During World War II the U.S. Navy used the island as a PT and submarine base. Later it became a recreation area for Panama and Canal personnel. The area affords some of the best sport fishing in the Pacific. Weather during the rainy season is both unpredictable and hazardous to flight.

Press reports attribute the crash to a heavy rain squall obscuring visibility during the approach to Albrook Field. The press coverage on the Isthmus was extensive, with aggressive reporting by *The Panama American*. An interesting sidelight is the usual friction between the press and military authorities in the release of information. *The Star & Herald*, Fig. 2, had similar coverage. *The New York Times* reported the crash June 10 and followed the next day with the passenger list.

There were problems with the development of our report: type of aircraft, flight path, and mail service. Dan Hagedorn, Adjunct Curator at the National Air and Space Museum initially reported no reference to the loss of a DC-4/C-54 (or a production variant) on 9 June 1946 or any date near this, however his more thorough search confirmed the loss of the ATC C-54. And, the location of the crash suggests an approach to Howard Field rather than Albrook. The Air Force [Flight] Safety Center, Maxwell Air Force Base, Montgomery, Alabama, has provided us with a copy of the accident investigation (see Appendix).

A summary of the crash report is appended to our text. A satisfactory aeronautical chart for the period has not been found.

It is probable at the date indicated that the cover went by rail from its origin, then was redirected by New Orleans APO Parent Post Office, by rail to the post office at West Palm

Army C-54 From Florida Runs Into Thunderstorm And Hits Cliff At Taboga

Fear Two C. Z. Youths Among Crash Victims

Plane Demolished On Hitting Island's Slope
Wreckage Spreading Over Wide Area; Report
All But One Aboard Were Army Personnel

Twenty-three persons—including two Canal Zone youths—are believed to have died yesterday in what was proclaimed the Canal Zone's most tragic air crash when an Army Transport Command C-54, coming in to land at Albrook Field, ran into a thunderstorm and crashed into a jagged cliff on Taboga Island at 11:13 a.m.

The plane was on a routine flight from Morrison Field, Florida and carried a crew of six. Only one civilian was reported to be among the 23 the ship carried. The following is the Army's release on the accident.

"Twenty three persons"

Fig. 2. Panama Star and Herald, June 10, 1946 headlines.

Beach, then to Morrison Field. Morrison, a low profile base, served units in the Bahamas area, as well as the Canal Zone. It then went by the daily ATC flight bound for the Canal Zone. Since there was only a seven day interval between mailing (at San Francisco) and the crash, some of the routing suggested above must also have been by air.

We have not been able to confirm mail routings or postal procedures for the area. We understand there were daily ATC flights between Morrison and the Canal Zone, however we have been unable to dig out the details of moving mail from the New Orleans APO "gateway" to Morrison. Morrison was not a numbered APO. Further clarification of this aspect of our report would be helpful.

The surfacing of such an interesting aerophilatelic item after a lapse of more than 50 years is a wonderful example of the surprises and bonuses of serious air mail collecting.

Canal Zone aerophilately has had few crashes. The best known is the August 2, 1937 crash of a Pan-American Airways Sikorsky S-43 en route from Guayaquil to Cristobal (AAMS IFC 37.4). Seventy five pounds of mail were recovered by Submarines S-43, S-44, and S-45, and Destroyers *Babbitt* and *Taylor*. The water soaked mail was dried in the Panama Canal Bakery and much of it forwarded. There are a number of citations in *The Canal Zone Philatelist* to consult for more information.

An earlier crash was Pan-American Airways first Costa Rica to Canal Zone attempt, December 31, 1928. A Loening amphibian piloted by LT Donald G. Duke crashed on takeoff from San Jose, Costa Rica. No one was injured and the mail was forwarded by ship. (See CZP 28:17 or *The Airpost Journal*, April 1973).

Information on other covers from this crash will be much appreciated by the Editor or the authors.

We appreciate the help of the following in researching this cover:

Louis Alley, Safety Center, Kirtland AFB
George Chevalier, Former
Pan-American Airways Pilot
George Cosentini, War Cover Club
J. L. Fredrick, Aerospace Engineer
Dan Hagedorn, National Air and
Space Museum
James Howard, Safety Center, Maxwell AFB
Bob Karrer, Editor, *Journal of the
Isthmian Collectors Club*
J. Paul Lane, Safety Center, Kirtland AFB
Otto J. Langer, Airmail Collector
Donna B. Roberts, Capt, USAFR,
Archivist, AFHRA/RSA, Maxwell AFB
Gary B. Weiss, Canal Zone
Aerophilately Collector

This article has also been submitted for publication in *The Airpost Journal*.

APPENDIX: Army Air Forces,

REPORT OF MAJOR ACCIDENT [Summary]:

Accident	No.46-6-9-560
Type, model, series:	C-54D, No. 43-17231
Date of accident:	6-9-46, 1613Z +5
Preliminary report date:	6/10/46
Place of accident:	10 mi south of Balboa, C.Z., Taboga Island
Nearest Field:	Albrook, 10 mi south
Home station:	Morrison Field, West Palm Beach, FL,
Home organization:	1103rd Base Unit, Squadron D
Date of manufacture:	9-4-45

(Continued on next page)

Total hours: 1312:00
Hours this model: 393
Date of last overhaul: No overhaul
Pilot: Capt. Lawrence W. Parks, rated

First pilot (or solo): 1335 hrs
4-eng. transport school: 5-46
Hours this type: 543 hrs
Instrument rating: None

Violations: "The pilot Capt. Lawrence W. Parks filed an instrument flight plan from Morrison Field, Fla. to Albrook Field, Canal Zone on 9 June 1946 without holding a currently effective Instrument Pilot Certificate, AAF Form 8 (white) or AAF Form 8A (green) in violation of AAF Regulation 60-16A" Clearance, to Albrook: I.F.R. [Instrument Flight Regulations]

Description of accident: "Captain Lawrence W. Parks was the pilot of a c 54D airplane No.43-17231, which crashed on Taboga Island, near the Pacific entrance to the Panama Canal between 1615Z and 1630Z, 9 June 1946.

"Records show that Captain Parks had a total of 1335 hours of 1st pilot time, 543 hours in this type of airplane as 1st pilot, 393 hours in this model airplane and 54 hours as 1st pilot in the last 30 days. Records also show that he did not have a valid instrument card (AAF Form 8) at the time of the accident. His last instrument card expired 4-29-46.

"Six crew members and 17 passengers were aboard the plane when it crashed. All were instantly killed.

"Information gained from various documents attached hereto indicate that the AACS Air-ground Station WZA was in contact with the plane at 1215Z at which time a position report was given by the plane. At 1228Z an ETA [estimated time of arrival] was received which was 1550Z. At 1315Z the latest Albrook weather was transmitted to 7231. At 1330Z a message was received from 7231 giving a new ETA of 1608Z. The plane was again contacted by WZA and pilot gave an estimated position of 200 miles out of Albrook with an ETA of 1619Z. At 1456Z the latest Albrook weather was again given to the plane. At 1545Z the pilot gave an estimated position of 5 minutes north of Mandiga Point. Pilot was instructed to use his own discretion as to what letdown procedure to use. At 1609Z - 1613Z the pilot contacted the Albrook Control Tower and stated that he was at 1000 feet contact approximately 15 miles southeast of field on the southeast leg of the Howard Radio Range and requested Albrook weather. Control tower gave weather as estimated 2000 feet, high broken, lower broken, visibility 12 miles and altimeter setting 29.88. When contact was made with 7231 again requested information as to whether or not there was an local traffic in vicinity of field. The control tower replied in the negative.

"Soon afterwards the pilot called and said that he was at 1000 feet on instruments, and estimated his position as 5 miles south of the field. He was advised by control tower to stay above 1000 feet and also that the immediate vicinity north of the field was clearer than that to the south. The control tower checked with the weather office to get an alternate airport in case the plane could not land at Albrook. An alternate of Rio Hato was given to the control tower which then tried to contact plane, but was unsuccessful. After trying to call 7231 for 3-4 times a radio check was then made with Howard Tower but the radio equipment checked satisfactorily. The tower was then notified by the Fighter Controller that 7231 had crashed on Taboga Island.

"The weather on Taboga Island at the time of the crash was reported as a ceiling of approximately 750 feet above sea-level, with a visibility of 15 miles. The top 250 feet of Taboga was covered with clouds and visibility was 1/16 mile with light drizzle.

FINDINGS:

"1. That there is no system of Airways Traffic Control established in this area to handle instrument flights.

"2. That the south of southeast leg of the Howard Radio Range was entirely unreliable on 11 June and the supposition exists that it was also this way on 9 June 1946 at the time of the crash of plane no. 7231.

"3. That various maps and radio facility charts show the location of the south leg of the Howard Radio Range to be different in respect to the location of Taboga Island.

"4. That the pilot Captain Lawrence W. Parks filed an instrument flight plan from Morrison Field Fla to Albrook Field, Canal Zone on 9 June 1946 without holding a currently effective Instrument Pilot Certificate, AAF Form 8 (white) or AAF Form 8A (green) in violation of AAF Regulation 60-16A.

"5. It is the opinion of the members of the Investigating Board that the pilot sighted Otoque Island and mistook it for Taboga and that he was in the vicinity of Otoque Island when he gave his estimated position of 15 miles southeast of the field. It is further



Fig. 3. Taboga Island 1027' Peak, Army Air Corp Photo.

believed that when the pilot called the tower and gave his estimated position as 5 miles south of field and at 1000 feet on instruments that he thought he was past Taboga Island, approaching Albrook Field, and that by dropping down a little he would be contact again. Actually the estimated distance of 10 miles traveled would place him over Taboga from Otoque."

An unattributed page makes recommendations:

"That all pilots filing instrument flight plans be required to show valid instrument cards before being given clearance", and

"That a suitable recording instrument be installed in Army Control Towers to furnish a semi-permanent record of voice transmissions and incoming calls."

Weather is described in great detail by the Weather Officer as well as in an eye witness accounts from AAF radar weather observers from Regional Station #62 on Taboga Peak:

"I was on duty as radar weather observer and had just stepped outside the Radar Shack after sending my weather observation to Albrook Field by phone. We were standing on the front step of the Radar Shack when we heard a drone and I knew instinctively that the plane was too low. I could not see the plane because visibility was zero and the ceiling was zero. Just before the plane hit about 30 yards away he gunned his engines. He hit and exploded instantly. We had the radar crew call the orderly room while we got the fire extinguisher and went down as near the plane as possible. Then the men from camp came up and T/S Glawson took over." — Justin L. Cobb, Corporal, 6th Wx Sq - Regional.

"I was on duty at the radar station at the time of the accident. I was standing outside the door of the

radar building when I heard the motors of the plane. I heard the engines pick up and then it crashed and exploded. I couldn't see the plane at all. The hill was covered with clouds. Immediately after the crash we phoned the orderly room. The whole side of the hill where the plane crashed was burning. After it died out we went down to see what we could find. Meanwhile the rest of the camp came up." — James V. Dunn, Sgt, Co.C, 554th Sig AW Bn.

"Weather...Prior to Accident:

"The undersigned, Weather Radar Officer for the 6th Weather Squadron was inspecting the weather radar unit at Taboga Island on 9 June 1946. At 1000 the undersigned went up to the radar site on the summit of the island to correlate the precipitation echoes (storm areas) with local observations.

"At 1000 the base of the clouds was at approximately 750 feet above mean sea level. From the summit of the island at 1027 feet there was light rain in the clouds and the visibility was 1/16 mile. The wind was from the south at 4-6 miles per hour. At 1040 the cloud area had moved past the island and visibility was unlimited in all directions except to the north. At 1044 the clouds again covered the summit of the island, and the wind was now from the north at 4-6 miles per hour. There was light rain and the visibility dropped from unlimited to 1/16 mile. These conditions prevailed until the time of the accident without any breaks.

"At 1110 the undersigned went back to the camp and at that time noticed the base of the clouds to be at approximately 700 feet above mean sea level; there was no noticeable change in the base of the clouds on the return to the summit of the island 15 minutes later. Below the base of the clouds the visibility was around 15 miles.

"Detailed information of the weather conditions may be found in the hourly observations and RAREPS submitted with this report." — Robert G. Kouyoumjian, 1st Lt., AC, Weather Radar Officer, HQ 6th Weather Sq., Albrook Field, Canal Zone. 11 June 1946.

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91. Issue Date		92. Issue Number	
93. Issue Date		94. Issue Number	
95. Issue Date		96. Issue Number	
97. Issue Date		98. Issue Number	
99. Issue Date		100. Issue Number	

Canal Zone Domestic and Local Postal Rates and Fees

by Tom Brougham†

Domestic and Local Special Fees

REGISTRATION

8¢ - 08/19/04 -----	\$25 indemnity
10¢ - 11/01/09 -----	\$50 indemnity
10¢ - 04/01/23 -----	\$50 indemnity, and
20¢ -----	\$100 indemnity
15¢ - 04/15/25 -----	\$50 indemnity, and
20¢ -----	\$100 indemnity
15¢ - 01/01/30 -----	\$50 indemnity, and
graduated to \$1 for \$1,000 indemnity	
(CZ change delayed until this date)	
(to US Poss. Limited to \$100 for 20¢,	
except no indemnity to Philippines)	
15¢ - 07/01/32 (de facto 07/21/32 in CZ)	\$5 indemnity, and graduated to \$1 for
\$1,000 indemnity - (surcharges not	allowed in CZ)
20¢ - 03/26/44 -----	\$5 indemnity, and
graduated to \$1.35 for \$1,000 indemnity	
20¢ - 01/01/49 -----	no indemnity, 25¢
for \$5 indemnity, and graduated to	\$1.50 for \$1,000 indemnity
30¢ - 01/01/52 -----	no indemnity (ended
07/07/55), 40¢ for \$5 indemnity, and	graduated to \$1.75 for \$1,000 indemnity
50¢ - 07/01/57 and graduated to \$4.25	
60¢ - 08/01/61 and graduated to \$4.25	
75¢ - 03/26/66 and graduated to \$4.25	
80¢ - 07/14/69 and graduated to \$4.45	
95¢ - 05/16/71 and graduated to \$5.15	
\$1.25 - 04/18/76 and graduated to \$6.00	
\$2.10 - 07/18/76 and graduated to \$6.20	
\$3.00 - 05/29/78 and graduated to \$14.50	

RETURN RECEIPTS

3¢ - 04/15/25
3¢ - 04/06/31
or 5¢ subsequent
to mailing

RESTRICTED DELIVERY

10¢ -----	07/09/34
20¢ -----	03/26/44
50¢ -----	07/01/57
60¢ -----	04/18/76
80¢ -----	05/29/78

CERTIFIED

15¢ -----	06/07/55
20¢ -----	07/01/57
30¢ -----	03/26/66
40¢ -----	04/18/76
60¢ -----	07/18/76
80¢ -----	05/29/78

SPECIAL DELIVERY

Special delivery service was not available within the Canal Zone at any time in its history. However, special delivery service could be obtained for items mailed to the United States. Generally such items bear U.S. special delivery stamps. U.S. special delivery stamps (and some regular issues to cope with special delivery rate changes) were sold in CZ post offices. It appears that this practice may have begun after the abrogation of the Taft Agreement in mid-1924. Prior to 1924, CZ covers endorsed SPECIAL DELIVERY seen by this author bear 10¢ in Canal Zone stamps.

10¢ -----	06/24/04
13¢ -----	11/01/44
15¢ -----	01/01/49
20¢ -----	01/01/52
30¢ -----	07/01/57
45¢ -----	07/14/69
60¢ -----	05/16/71
80¢ -----	04/18/76
\$1.25 -----	07/18/76
\$2.00 -----	05/29/78

† continuing series, see CZP 131, 132. David Leeds, Gary Saum and John Smith provided additional illustrations.

Fig. 4. 1935 Ancon CZ to Washington DC, 20¢ airmail, 15¢ registration fee.



Fig. 1. 1906 Ancon Sta. A, CZ to Oakland CA, Scott #17a paying 2¢ first class postage, #19 paying 8¢ registration fee.



Fig. 2. 1910 Cristobal CZ to Boston MA., 2¢ first class postage, 10¢ registration fee.

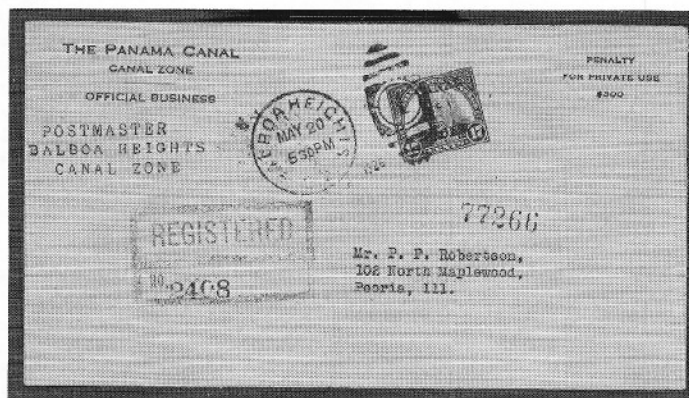


Fig. 3. 1926 Balboa Heights CZ to Peoria IL., penalty envelope usage + CZ Scott #91 paying 2¢ postage + 15¢ registration fee (mailing of philatelic material).





Fig. 5. 1978 CZ to Chicago IL., 15c first class postage + \$3.00 registration fee.



Fig. 6. Three special fees all paid by the 25th Anniversary Issue in 1940. The common registry fee of 15c, the moderately scarce return receipt fee of 3c, the rare restricted delivery fee of 10c.

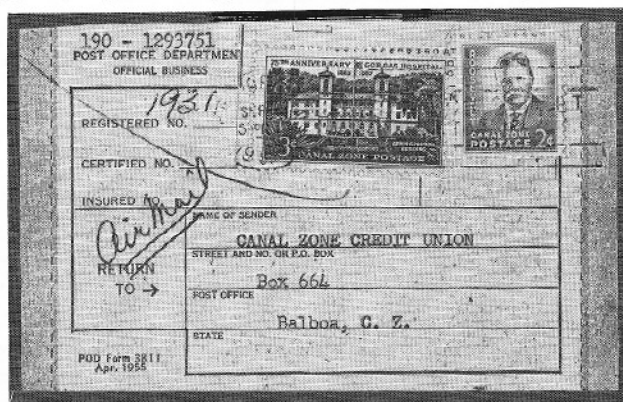


Fig. 7. The return receipt fee of 10c in effect in Sept. 1958 (paid when item mailed) did not include airmail postage. The sender wanted the receipt back as soon as possible. CZ postage of 5c was attached to the card, presumably in the CZ. The card being cancelled in New York.



Fig. 8. 1955 "First day of 15 cent Certified Mail" fee in Canal Zone.



Fig. 9. 1975 Balboa CZ to IL., Certified fee of 30c + 2 times the 13c airmail rate.

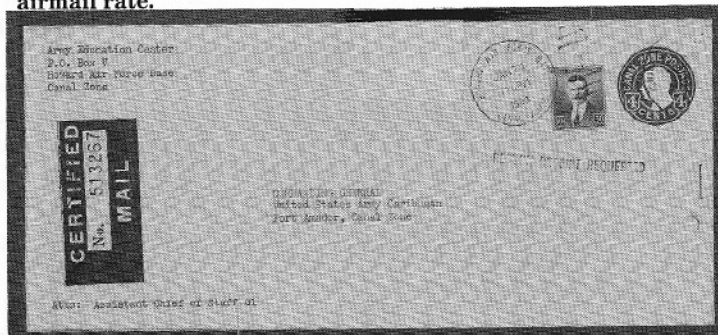


Fig. 10. 1963 Howard Air Force Base, 4c drop letter rate, 20c certified fee, 10c return receipt fee.

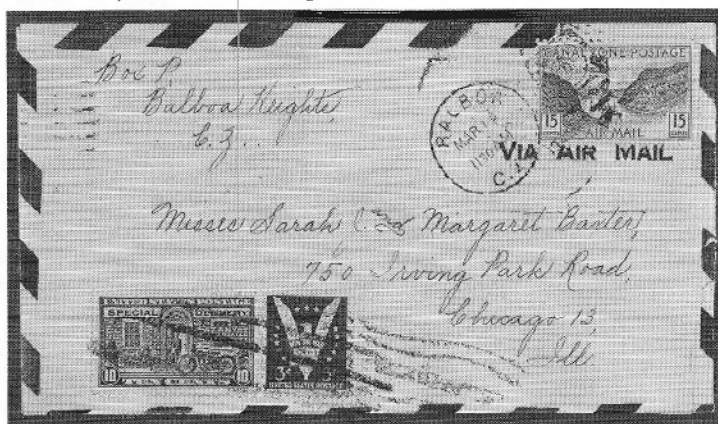


Fig. 11. 1945 Balboa CZ to Chicago IL., 15c airmail rate + 13c special delivery fee paid by U.S. stamps.

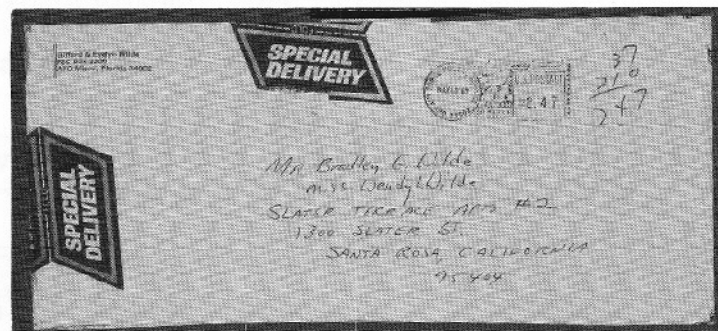


Fig. 12. 1983 APO 34002 (Albrook AFB) to CA, docketed as 37c postage + \$2.10 special delivery fee, can anyone resolve this rate?

Special Auction Report

by Jim Crumpacker

The big public auction of the quarter for Canal Zone philately was a 200 lot offering, largely from the Robert C. Dreibus collection, by Ivy & Mader Galleries of West Caldwell, NJ. This article covers only that sale, which was characterized by outstanding realizations not only on the better material but also on the many unsound offerings. Some scarce stamps with serious defects had no trouble finding eager buyers at above-catalogue prices.

The first price shown below is 'hammer plus 15%' followed by the catalogue value, in parenthesis, from the 1999 Scott's Specialized.

- 1, three singles (one w/pp o/w F-VF) on F cover Ancon 7/1/04 to Panama \$834 (\$n/a)
- 1d, PANAMA reading down and up, TG, H, VG in margin pair with normal \$920 (\$1250)
- 1f, vert. pair, top stamp PANAMAs reading up, bottom stamp PANAMAs reading down, OG, H, perfs mostly rejoined, F \$1610 (\$2000)
- 2, TG, H, barely F \$86 (\$225)
- 2, two F-VF singles on VF cover w/socked on nose Culebra cancels 7/11/04 to Colon \$265 (\$415)
- 3, TG, H, barely F \$150 (\$375)
- 3, VF on VF cover Cristobal 7/10/04 to Panama \$161 (\$325)
- 4-8, all F-VF on F unaddressed cover Ancon 12/11/04 \$460 (\$n/a)
- 9c, inverted overprint, unused, no gum, thins, a crease, VF centering \$4888 (\$not listed)
- 10a, inverted overprint, OG, H, XF \$184 (\$225)
- 10a, inverted overprint, OG, H, almost VF \$98 (\$225)
- 10b, L of CANAL sideways, used, a thin o/w barely F \$2300 (\$2000)
- 11a, ZONE antique, OG, H, F-VF \$228 (\$175)
- 13c, PANAMA overprint double, TG, H, VG \$633 (\$600)
- 14a, ZONE antique, OG, H, F in bl. 4 w/3 normals \$978 (\$1090)
- 14b, CANAL ZONE inverted, OG, NH, almost VF margin copy \$489 (\$425)
- 14 var., spaced A L in CANAL, OG, H, barely F \$63 (\$175)
- 15, OG, H, F+ to VF bl. of 4 \$5463 (\$12500)
- 18b, PANAMA reading down and up, TG, H, F-VF in bl. 4 w/3 normals, no selvage \$489 (\$340)
- 19d, PANAMA reading down and up, TG, H, F-VF in margin bl. 4 w/2 normals plus 1 w/ antique L in CANAL \$115 (\$275)
- 20a, CANAL antique, TG, H, F in bl. 4 w/3 normals \$150 (\$335)
- 22e, double overprint, OG, NH, almost VF \$150 (\$275)
- 22e, double overprint, TG, H, VF+ \$219 (\$275)
- 22g, inverted center with overprint reading up, OG, H, VF+ \$5750 (\$3500)

23a, horiz. pair imperf. between, OG, NH, XF in margin imprint strip of 4 w/2 normals \$3320 (\$1757)

32c var., complete booklet of 4 panes, cover printed as 1¢ booklet, OG, NH, VF (front cover nearly separated) \$4025 (\$3000 for panes)

33a, double overprint, OG, NH, almost VF w/ margin \$546 (\$375)

36a, 10 cts., inverted, OG, H, F-VF \$276 (\$250)

36b, 10 cts. omitted, OG w/nat. gum crease, H, F \$403 (\$250)

39e, inverted center with overprint reading down, OG, NH, VF \$690 (\$700)

39e, inverted center with overprint reading down, OG, H, SUPERB \$403 (\$700)

39f, booklet pane of 6, inverted center and overprint reading down, TG, H, F-VF one side trimmed by knife, \$9775 (\$6500)

46, OG, H, VF \$92 (\$160)

46a, overprint reading down, TG, H, F \$150 (\$375)

46b, double overprint, OG, H, almost VF \$403 (\$300)

47, OG, H, XF \$3738 (\$3000)

48, OG, NH, VF+ \$345 (\$550)

52a, overprint reading down, OG, H, F \$345 (\$175)

56a, double overprint, OG, H, almost VF \$719 (\$575)

66, OG, H, XF \$184 (\$150)

71b, ZONE inverted, OG, NH, barely F in a bl. 12 w/11 normals \$322 (\$365)

91, pl. bl. of 6, #18026-L, OG, NH, VF \$86 (\$190)

C25a, horiz. pair imperf. vert., OG (usual nat. gum crease one stamp), NH, F-VF \$978 (\$1000)

CO14a, inverted overprint, OG, NH, F, nat. SE \$1955 (\$2500)

J1, VG bl. 4 on F cover, cork cancels plus other markings 12/4/14 to Mount Hope \$374 (\$320)

J17b, E of POSTAGE omitted, TG, H, nat. SE, almost VF in pair w/normal \$374 (\$500)

U5, mint entire, VF \$173 (\$200)

U14, mint entire, VF \$184 (\$450)

UF1 (UPSS R2) used Crist. 12/21/21 w/#62 added to USA, F-VF \$2300 (\$2000)

UX6, mint entire, VF \$633 (\$700)

Auctions

by Jim Crumpacker

Given the competition from the CZSG Mail Sale and other sources (see separate reports), few better Canal Zone stamps were otherwise available at public auction during the third quarter, July 1-Sept. 30, 1999.

However, there were some results of moderate interest, as presented below. The total price paid, including any applicable commission, is given first followed by the catalogue value, in parenthesis, from the 1999 Scott's Specialized.

4-8, all F-VF on one F-VF cover Ancon-Panama 12/10/04 \$460 (\$n/a) Drews

39e, inverted center and overprint reading down, OG, HR, F-VF margin copy \$431 (\$700) Regency

53, OG, H, F-VF \$29 (\$115) Tropical

59, used, F-VF \$31 (\$65) Tropical

78, used, VF \$29 (\$35) Tropical

88, OG, NH, VF+ \$44 (\$22.50) Tropical

J12, OG, H, F+ to VF \$53 (\$110) Tropical

J26 pair, F, tied by Cristobal killer, on F cover w/Jamaica #118, sent from Jamaica 5/5/39 \$155 (\$n/a) Drews

The addresses of these few auction houses are shown below. Kindly reference CZP should you ask for a catalogue from any.

Richard E. Drews Philatelic Auctions
7139 W. Higgins
Chicago, IL 60656

Regency Stamps, Ltd.
Le Chateau Village, #106
10411 Clayton Rd.
St. Louis, MO 63131

Tropical Stamps, Inc.
P.O. Box 5646
Ft. Lauderdale, FL 33310

President's Report

(Continued from page 33)

hardest workers from the standpoint of continuous time donated; some have also suffered serious knee damage while begging authors and columnists with philatelic knowledge to write something for publication on a deadline. Even the folks who are only casual comrades should be impressed by the number of Contributing and Sustaining members mentioned by name in the Third Quarter, 1999 CZP. A special nod to the guys who have run the annual CZSG Mail Sales since 1972, these gentlemen and helpers cease to lead a normal life for several months a year.

Officers and Directors, past and present, deserve our thanks, the ballot for "O & D" candidates to serve Jan. 1, 2000 through Dec. 31, 2001 will have been mailed in by you over a month ago.

Lastly, there are those who serve in appointive positions or as Committee members who never seem to receive the recognition they merit. But it is the quiet support of the general membership to whom the highest accolades should go, as it is you who have kept us together all these years. Happy New Year.

**Articles
Wanted...
Contact Editor**

CZSG 1999 Mail Sale

by Jim Crumpacker

The 28th consecutive annual CZSG Mail Sale closed Sept. 30 with 837 lots available for bid.

It proved to be one of the more atypical CZSG Sales ever. Our event competed in the same time frame with a 200 lot offering of CZ material by a major auction house (see separate report) and a big mail-bid sale by a well-known East Coast dealer. As a probable result, there was a sizeable number of 'no bid' lots on Sept. 30.

Nonetheless, as shown below, better stock sold for outstanding prices. Earlier issues, some errors, and anything unusual produced results certain to please the bank accounts of the consignors. Air Officials sold at great prices as did many covers. Specimen issues were spotty and, as always, damaged or poorly centered items sold for low prices or not at all.

These CZSG sales never have a buyers' commission so the first price shown below represents the full purchasers' lot cost. That is followed by the catalogue value, in parenthesis, from the 1999 Scott's Specialized.

- 1, dist. OG, H, F, CZSG 1.4 two PANAMAs close \$440 (\$550)
- 1, F+ to VF strip of 3, Ancon and Crist. 7/9/04 marks on cover, pn, VF \$900 (\$1500)
- 2, used, almost VF \$160 (\$175)
- 2, damaged, on sl. reduced o/w almost VF cover San Pablo 7/12/04 \$300 (\$240)
- 5, used, VF \$32 (\$25)
- 12 var., used, PANAMA reading down at rt., F \$135 (\$180)
- 18, 18 var. (two w/PANAMAs 14.75-15mm) F-VF in bl. 4 on VF cover Ancon STA. A 9/1/06 w/ Rg-XL-2 label, pn, to US \$520 (\$n/a)
- 32c, booklet pane of 6, OG, NH F w/"T" marking in top selvage \$380 (\$750)
- 39b, horiz. pair, left stamp w/o ovpt., OG, NH, VF margin copy, also a third stamp from orig. strip of 10 w/part of ovpt. on rt. selvage \$1150 (\$1759)
- 39d, overprint reading down, OG, NH, F \$125 (\$175)
- 46b, double overprint, TG, NH, F w/selvage \$260 (\$300)
- 95, OG, NH, VF, TR corner copy w/selvages \$180 (\$125)
- 117b, complete booklet of 2 handmade panes, OG, NH, VF+ \$240 (\$450)
- CO9, OG, H, F-VF \$210 (\$275)
- J1, OG, NH, F \$85 (\$85)
- J4, J7, both F-VF on F cover Balboa to Crist. 4/18/16, #38 as insufficient payment, pn's \$380 (\$315)
- 85, pl. bl. of 6, #16402-UL w/CANAL wrong font, OG, NH, F-VF \$460 (\$n/a)
- 115, pl. bl. of 4, #20959-LL, OG, HR, F-VF \$42 (\$35)
- C18, pl. bl. of 6, #140995-B, OG, NH, VF \$300 (\$225)

J19, pl. bl. of 6, #13847-B w/inverted F, TG, H, few raggedy perfs. o/w F-VF \$240 (\$90)

55-57, Specimen ovpt. set, OG, NH, F-VF \$85 (\$n/a)

CZSG 69.A-69.G var., unissued "ARMS" Specimen set, OG, NH, F+ to VF \$500 (\$n/a)

68, used, perf. F, F \$125 (\$n/a)

O2, VF on stained and bent Announcement card to Denmark 5/24/51 \$220 (\$90)

U2a (UPSS 2a), mint entire w/vignette shifted rt., VF \$100 (\$85)

U2c (UPSS 2d), frame only, mint entire w/trop. spots and a vert. crease, o/w VF \$650 (\$1000)

U15 (UPSS 37) mint entire, VF \$145 (\$250)

UF1a (UPSS R3) mint entire, XF \$1100 (\$1250)

UF1a (UPSS R4) mint entire, VF \$950 (\$1250)

UX1a (UPSS S1b) double surcharge, some stains and tropical spots, o/w F \$1000 (\$1500)

UX4 (UPSS S11) mint entire w/printed XMAS message on back, VF+ \$200 (\$n/a)

C13, FDC 11/18/31, typed address, no cachet, VF \$100 (\$60)

C14, FDC 11/18/31 w/#90 and C7 added, no cachet, to Germany, F-VF \$240 (\$125)

Update

by Jim Cross

The article on American Bank Note Co. Specimens of Scott 68 and Scott 69 which appeared in *CZP* 126, quoted from *Canal Zone Stamps* that the basic stamps of the Arms Issue of Panama were not issued until May 1924. However, two covers with these stamps have now been recorded with April 21, 1924 cancels. A search of the *Gaceta Oficial of Panama* for the first half of 1924, by Federico Brid has found no decree or notice relating to this issue, so the date they were placed on sale is not yet known.

Panama MPS Update

APO 34001, Howard AFB Post Office finally closed shop October 23, 1999. A small number of Last Day Covers were serviced by Postal Clerk Harrison and will be available. Look for a note in the next *CZP*. There may be a story to tell since we know of pre-dated, as well as last day dated covers. There may be more.

The only remaining U.S. military Post office in the Panama Canal area (December 16, 1999) is APO AA 34002, formerly located at Albrook AFB but now in Panama City servicing the U.S. Embassy. This Office will continue operation into the new millennium. According to Postmaster Finder, mail is handled by the APO which is in direct contact with commercial air carriers.

**Do you have unusual
Canal Zone?
Write the Editor!**

Scott 2000 Specialized Catalogue of U.S. Stamps and Covers

by Jim Crumpacker

The limited price movements of Canal Zone material amount to light housekeeping by the Scott's editors.

Here are some of the changes, followed by a few simple comments. All prices are for unused copies with OG unless otherwise noted.

Scott #	1999	2000
2a, on cover	not listed	\$800
3a, on cover	not listed	800
10 var., ON of		
ZONE dropped .	\$275	375
14	30	32.50
14a	1000	1100
15	3000	2750
16c, double		
surcharge, used	not listed	2000
40a, used	8000	8750
55e	1500	1750
69 var., unissued		
"Arms"	250. ea.	350. ea.
(CZSG 69.A-69.G)		
84a	1500	1600
157a	7000	7500
J20b, used	100	150
J21a	5000	5500
U2b, mint entire ..	1600	1500
U9, mint entire	30	27.50
UX5, used entire ..	400	450
UX6, used entire ..	800	1100, now italicized

The greatest number of changes in any particular group were in used Postal Stationery and cut squares, most of which saw minor price increases. Auctions were responsible for the bulk of remaining shifts.

The decrease in the price of #15 is entirely justified. F+ to VF copies have sold only indifferently for a couple of years.

Many early covers merit an upward evaluation, especially those presently listed in the \$50 to \$150 catalogue range. As such, they do not appear as individual lots at public auction so it is impossible to blame Scott's for lack of price increase. You are advised to examine CZSG Mail Sales results for the last few years to uncover accurate market prices.

Why the increases in the A34 Unissued "Arms" set, Scott 69 var.? Dealers tell me these wholesale among themselves at the \$900-\$1000 per set of 7 level. As a complete set, they rarely appear at public auction.

No changes at all were noted in Scott 105-156 listings, also no movement in Air or Air Official prices.

The Specimen issues are still not listed, but that is our fault at CZSG, not a Scott's problem. The difficulty lies in 'cleaning up' and illustrating the various fonts used to add the word "SPECIMEN" to the stamps. We need to provide Scott's with examples they can show in the catalogue.

All in all, it was a year of little or no revisions.

Changing Worlds

By Richard D. Bates, Jr.

Strolling down the Champs Elysée in Paris from L'Arc de Triomphe towards the Jardin des Tuileries this past August with my family while on vacation, I recalled the open-air stamp bourse that played a significant role in the movie *Charade* back in the '60's. I resolved to spend a few minutes visiting this unusual market. The guide book told us to keep on walking and to head into the park to the Marché aux Timbres.

By the time we arrived early on a Sunday afternoon, the dealers present were already beginning to pack up, not too different than at our local bourses and shows. There did not seem to have been too many to begin with; perhaps August depletes the ranks of philatelists just as it closes down other activities in Paris. Moreover, this market reminded me of those local weekend events back home. Assuring my wife and children that I would be but a few minutes, as I almost never find much of interest to a Canal Zone specialist in most European cities, they went to sit in the park, enjoy the flowers and tolerate the pigeons, and to wait.

As I scanned the counters on a quick walk along the nicely shaded aisle, it took me back to an era that seems to be disappearing, an era of the local stamp store, of Nassau Street, of local bourses and shows. This is the way stamps had been bought and sold. It seemed this must have been the way it used to be. My mind wandered to thoughts of how much things in the stamps world had changed in recent years. The local stamp store got you started and provided supplies. The one in my home town had been instrumental for me as a kid, as it expanded my outlook beyond the boxes of sorted and unsorted stamps of the world hiding in the attic that were not sold with the rest of my grandfather's collection before I was born. I no longer collect any of that, but I did learn much about British, French, and Portuguese colonies from the 1800s. And I no longer do what the local dealer provided for me, purchasing the Artcraft envelopes to send in for first day covers for each new issue. Nor do I any longer get approvals, though such firms still exist. I remember the packages from exotic sounding places like Calais, Maine, or Littleton, NH, or Jamestown, NY.

When stamps came back into my life while a graduate student in New York City, the concentration of stamp dealers on Nassau Street held out a special attraction. Dealer after dealer tucked into small places, waiting for the chance to make a sale, waiting for the vest-pocket dealer to come by hawking some "special" buy. This was the late '60's and by then I was buying most of my stamps at auctions or in mail sales, though the big ASDA show in New York was important too. And I recall that ad in Linn's for an auction in NYC at Mozians that was to be just Canal Zone. The Conger Sale was the event that moved me out of being a U.S. collector and started me out as a specialist in Canal Zone. The regular Mozian sales with lots of Canal Zone, sales that brought the

regulars together to chat, tell stories, and seek bargains, trying to spot what might have been overlooked. I always wondered whether Greg and his brother might have left a few of those as undescribed treasures just to make sure we would be back the next time.

The local stores are hard to find now. The local shows are still there, but some dealers are finding new ways to let you know what they have in stock. And they seem to exist primarily in certain pockets of high population.

The big auctions are bigger, much bigger, with pristine stamps, jumbo they often say. I do not know of anything like what the Mozians provided, though we are fortunate to have several dealers who specialize in Canal Zone. Most of them advertise in the *CZP*, including the continuation of the Mozian operation. But there is a new wave of activity in stamps, and that includes Canal Zone stamps. The Internet, and with it its auctions, is especially well suited to stamps. Expensive items can be offered, as can inexpensive items and the majority are offered with scanned in photos that let you see what you will be getting. For someone like me who collects used items by cancellation, it is a god-send. Moreover, kids can do it, who in fact are likely to be more interested and more adept than those of my generation. Perhaps this will rekindle interest in collectibles.

As I left for Paris, I felt regret that I was leaving behind, and unprotected, the lots on which I had bid on via eBay on the internet. Alas, when I returned home ten days later, I learned that I had lost them. However, my first six months experience has been interesting, exciting, and rewarding. There is an excitement in scrolling through lists of U.S. Possessions that are newly listed, looking for some item that might be of interest. Most of them are of little interest to the specialist, but therein lies one of the beauties of this new technology, for it offers to the novice collector the opportunity to buy a starter collection, or to find inexpensive sets, or individual stamps. But sometimes there are better items, including errors and varieties, some described, other undetected treasures waiting to be discovered. And treasures there have been. For me not great ones, but good ones nonetheless. My favorite is a used copy of Scott #90 in a small group of used Canal Zone stamps - my interest piqued by a clearly discernable Madden Dam registry cancel. I was right, and I came away feeling like a million dollars. And there having been multiple contacts, such as with part-time collector dealers like Chris DeVoe and Wayne Worthington, and with other collectors to discuss various lots, like with Tom Brougham or Gary Weiss who reminded me about how U.S. special delivery stamps came to be applied to covers originating in the Canal Zone. The true excitement comes in the chase for a lot you want but do not want to pay through the moon for. You may start out with a modest bid, and are notified immediately if you are the current high bid. If not, you can bid higher immediately, or leave your unsuccessful bid in like a bookmark to come back to closer to the time the item closes. An email message confirms that your bid is on

top; a subsequent one may warn that you have been outbid. As the closing time comes, activity may increase significantly. You may exchange bids, or you may lay back hoping to put in a topping bid just before the item closes. A bid with a large increment over the current high may block others just before the item closes, or someone may block you, or slam the price way up to your top bid. Nevertheless, if you win, it is a great feeling to come out on top. As exciting as the most competitive auction in person, and you do not even have to be there. In fact, it is much like trying to match wits with an unseen enemy submarine.

You wonder perhaps, dear reader, whether I found anything worth stopping for on my stroll down those aisles in Paris that day. And that writes the final chapter of this little epic. For I did find something worth telling you about. At the last of the booths as I drifted by, my eye settled on the top page of a collection of U.S. Possessions. And figuring that where there is smoke there might be fire, I asked. And out came a small stock book of Canal Zone, taken he said, from that collection. The other possessions seemed useless, but nestled among the Canal Zone items I could see evidence of a cancellation or two, so a look was warranted. Perhaps I would find that elusive "Frijoles" I had been searching for, a town marking on a stamp, rather than on a piece tying the stamp with the killer bars. But alas, that was not to be. However, I did find five stamps worth taking, four with interesting cancels, the fifth with a flyspeck variety that peaked my interest. After a little haggling over the price of a Scott #25 with a nice Cristobal Registry marking, the price was reduced from 63 to 60 francs, or a little less than \$11, for all of them. The dealer was happy, I was happy, and even my family was happy as this had taken little more than five minutes, and we could head to the Eiffel Tower. I illustrate here two of my "discoveries" of that day. The first in Fig. 1 is a map stamp, a Scott #17, with a bold cancellation, something to which those of us who collect the markings do not object. The interesting thing here is that it is a distinct double oval with Foreign Mail, New York clearly displayed with a May 1906 date. U.S. town markings on Canal Zone stamps, particularly on overprinted U.S. stamps, are often a flag that warns that the item be checked to see if it is a fake. But this is a nice sharp marking occasionally found on a good stamp.

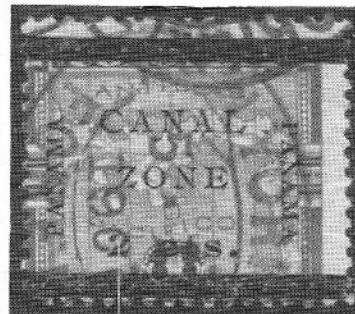


Fig. 1. Scott #17 with New York Foreign Mail marking.

(Continued on next page)

The second illustrated in Fig. 2 shows a 1 cent Vallarino. This stamp, of course is a Scott #67, which made my visit to the Paris stamp bourse quite worthwhile. But I am as interested in the flyspeck that has an extra green line coming off the hair above the right eye below the U of Republica. It is in the same green as the basic design, and is either a plate flaw or is caused by stray material on the plate.



Fig. 2. Scott #67 with extraneous green "horn" from hair above right eye.

I would be interested in learning if anyone has a copy of Scott #60 or 67 showing a similar bit of extra green ink. But if you find one listed in one of the Internet auctions, watch out, as you are likely to find me competing with you for it.

The Internet...

(Continued from page 35)

individuals with little or no experience in dealing in stamps. But this writer does believe the problems do seem to be fewer than the rewards. The old adage does still seem to apply: *caveat emptor*, or let the buyer beware.

Did You Know...

In continuance with the results of CZSG survey of 1992, it is interested to note that only 8.1% of our membership collect purely Canal Zone philately. Other areas of collecting interest of the CZSG include: United States stamps (43.1%), United States Possessions (32.2%), World Wide (9.5%) and South & Central America (7.1%)



Book Review

By Alan Warren

Catalog of Naval Postmarks

From The Bay Phil, Nov. / Dec. 1998

"Catalog of United States Naval Postmarks, 5th edition, ed. David A. Kent, 502 + xl pages, soft covers, loose leaf. 8 1/2 x 11 - inches, illustrated, Universal Ship Cancellation Society (USCS), New Britain, CT, 1997, ISBN 0-9657316-0-X. \$39 postpaid from USCS, Box 127, New Britain, CT 06050.

Compilations of naval postmarks began in 1934. The early private undertakings ran into problems including the partially completed version in the Billig Handbook series. Since the USCS took over the project, it has once again come into print and is as complete as possible. Since new findings continue to turn up, this catalog will have to be revised in the future.

The introduction contains a lot of the background explanation needed to understand the classification systems and the terms used in the catalog. Listings are alphabetical by ship's name. Each entry includes the dates of keel laying, launching, built and acquired first day and last day in commission, dates post office was established and closed. The postmarks are listed using the Locy system, which is defined in the introduction.

This is not a priced catalog, but values are reflected with a letter scale indicating whether the mark is common, limited edition, or scarce with four degrees of rarity.

Less than ten per cent of the postmarks are illustrated and these are grouped at the end of the book with a letter-number system to cross-reference them. The illustrations themselves are rather good. The text is easy to read and the print is exceedingly clear despite the fact that the listings run three columns to a page."

Book Review

by David L. Farnsworth

Fenwick Travers and the Panama Canal: An Entertainment by Raymond M. Saunders (Novato, CA: Lyford Books, 1995), 318 pages, ISBN 0-89141-481-9, hardbound, \$21.95 and ISBN 0-89141-607-2, paper-bound, \$12.95.

Do you miss reading young boys' books from the early part of this century, such as *Bert Wilson at Panama* by J.W. Duffield (1914) or *Boy Scouts in the Canal Zone* by G.H. Ralphson (1911)? But, do you want the hero-adventurer to be more manly and even randy? For only \$12.95, you can purchase this new historical adventure book, which is the third in Saunderson's Fenwick Travers series. The others are *Fenwick Travers and the Forbidden Kingdom* and *Fenwick Travers and the Years of Empire*.

Travers is a captain in the United States Army. He helps Teddy Roosevelt with the Panamanian revolution at the same time he conducts his activities as a playboy, lecher, adventurer, and money grubber. He is shot at and attacked often and is captured and held by the Kuna Indians. Travers meets Secretary Hay,

Comment by David J. Leeds:

This catalog is of special interest to collectors of naval postmarks of U.S. ships in Canal Zone waters, since it facilitates identification of the vessels from the markings. Many Canal Zone naval collectors limit themselves to the "slogan" cancels discussed in the 1990 CZSG Handbook No. 7, *U.S. Navy Slogan Cancels in the Canal Zone and Panama Area, 1908-1941* by Robert J. Karrer, Jr. and Roger A. Wentworth. Handbook No. 7 does not treat identification of many markings without location designation and 1941 bound its coverage.

Many naval ship covers exist with location-blind cancels; this includes machine markings (usual on bigger ships with large crew complements) and the many devices with killer bars and/or with no provision for a slogan. In addition, mail clerks prepared slogans as a courtesy but they were not a requirement.

There is no problem with the scope since few locations were given during and post WWII. Characteristic of all listings is that the compiler can never be certain that the listing is complete so this must be considered "a work in progress". This is especially true in the philatelic field, where we generally rely on the items themselves lacking official documentation.

Canal Zone naval covers without slogan markings are difficult to find and require some proof of location. "Location-blind" naval ship cancel covers can sometimes be identified by the return address/corner card, message on postcards, franking, or with research into dates from ship's logs. This adds another level of interest to the search that not all collectors are willing to accept. This writer has acquired a dozen or so during a lifetime of search.

The USCS U.S. Naval Postmarks catalog is recommended as a companion to CZSG Handbook No. 7.

Secretary Root, Bunau-Varilla, Colonel Huertas, Doctor Amador, and nearly every individual of whom one has ever heard.

The book opens in Saratoga, New York where Captain Travers is involved with "Diamond Jim" Brady and some prize fight fixing. This leads to the good captain shooting a man in an alley by the novel's page 44.

This book does not take itself too seriously. (Note the full title). Nonetheless, Saunders has done his homework on the era of the first decade of this century and its various historical events. The writing is even and unpretentious. A comparison with Eric Zencey's novel *Panama*, which was reviewed in CZP Whole No. 121, is very favorable for the current book for those reasons. John le Carre's novel *The Tailor of Panama*, which was reviewed in CZP Whole No. 122, may be considered "literature," but the current book is more fun to read.

Travers may be called an endearing rascal by some, but his womanizing and self-centered attitude could obscure the fun for some readers. The violence is not very graphic.

Distribution of Types of Large "8" of #14 and #15

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100

All Unmarked Positions are Type "A"

8

Type "A"

8

Type "B"

8

Type "C"

Large 8 Diagram, CZ #14-15

"The three types of the large "8" found in the "8 cts" overprinting on Canal Zone Scott #14 and #15 are illustrated in *Canal Zone Stamps* (pp 30-31) however their locations on the sheet have not been diagramed. The Wes Dunaway collection contained a graphic indi-

cating the type for each of the 100 positions in the sheet. Since the overprinting set-up was in one 5x5 block, repeated four times for the sheet the reasons for many of the errors/varieties become apparent.

Thanks are due to Del Parker for submitting this helpful diagram.

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